

CENTRAL INTELLIGENCE AGENCY  
**INFORMATION REPORT**

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COUNTRY	Austria	REPORT		25X1
SUBJECT	Construction and Repair Work at the Korneuburg Shipyard	DATE DISTR.	13 April 1955	
		NO. OF PAGES	2	
DATE OF INFO.		REQUIREMENT NO.	RD	
PLACE ACQUIRED		REFERENCES		25X1

This is UNEVALUATED Information

THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.  
 THE APPRAISAL OF CONTENT IS TENTATIVE.  
 (FOR KEY SEE REVERSE)

1. During January 1955, the Soviet DDSG tugboat KRONSHTAUT was being overhauled at the Korneuburg shipyards. A defect was discovered in the crankshaft (Kurbelwelle), which had to be removed from the engine for inspection. The defect could be repaired by welding and the tugboat was scheduled for a trial run on 10 February and a trip downriver on about 15 February. If the defect could not have been welded, a spare part was to have been ordered from four to six months. This would have delayed repairs from four to six months. 25X1
2. As of 9 February, work at the shipyards was still proceeding on 1,000 ton coastal tankers (lighters) for the USSR. These vessels have their own electric light generators and anchor motors, although they are barges and must be pulled by a tug. Keels have been laid for barges have been launched. These craft are for a Soviet firm and will be used on the lower Danube - Black Sea - Dnieper - Dniester run. 25X1
3. As of 8 February, the SDGP vessel POLTAVA was still in the shipyard for guarantee repair on German motors which had been built in last year. 25X1
5. The Soviet DDSG vessel MOSKVA is scheduled to be completed in June 1955. Construction officials have been instructed to reduce costs of the vessel by 3,000,000 schillings. 25X1
6. On 29 January, repairs on the SDGP seagoing barge were completed. 25X1
7. As of 27 January, the SDGP motor ship POLTAVA was being overhauled.

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(NOTE: Washington distribution indicated by "X"; field distribution by "#".)

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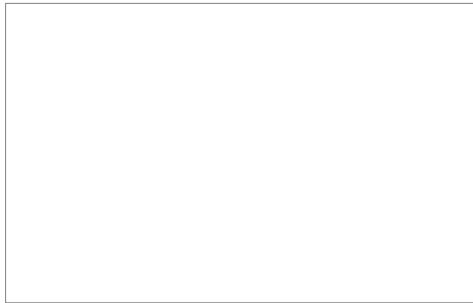
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8. Following small repairs, the Soviet DDSG river vessel was expected to be ready on 7 February.
9. On 31 January, the Dnieper river vessel AZOV left for the USSR. The SS AZOV had been rebuilt to use oil fuel and had been put under steam for the first time on 25 January. As the Soviets did not have their own skilled personnel, four boiler men were borrowed from the Soviet DDSG.
10. The SDGP river vessel BAYERN is being completely rebuilt and will be known as the VOROSHILOVGRAD. As of 3 February, four new  boilers had been installed. The old 1,800 horsepower motor will be retained.

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